

BookletChartTM

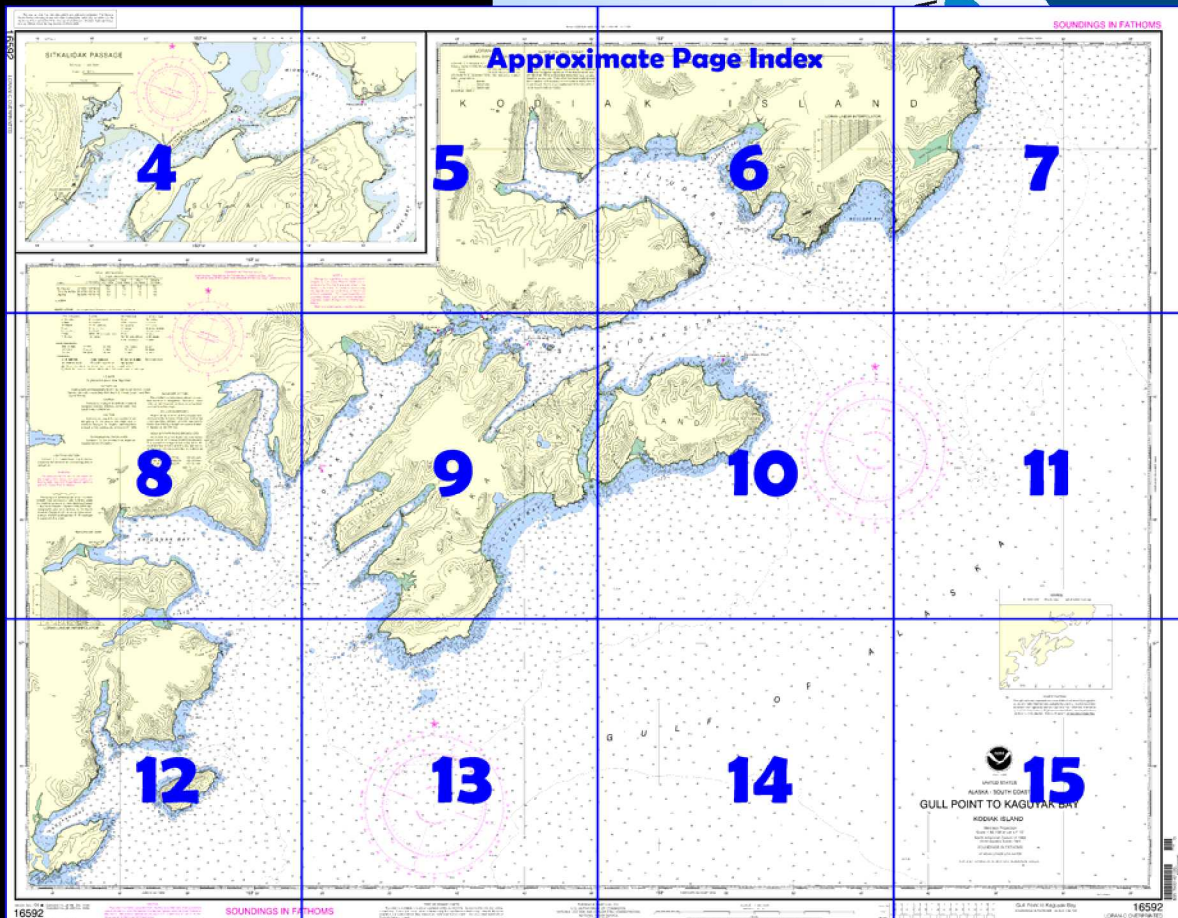
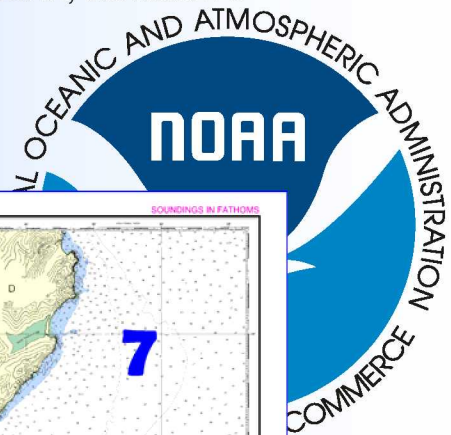
Gull Point to Kaguyak Bay

(NOAA Chart 16592)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

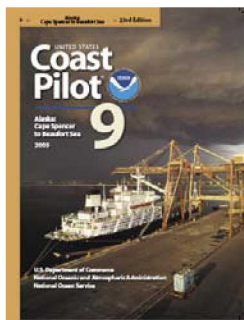
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 5 excerpts]

(366) **Routes, Shearwater Bay**, from the southwestward.—Round Cape Barnabas 2 miles off and make good the following courses: (1) **331°** for 9.5 miles to Pillar Point bearing 069°, 1.4 miles; this course passes 1.1 miles off Left Cape and heads for Shearwater Point. (2) **048°** for 1.4 miles to Pillar Point abeam, 0.5 mile; this course heads for the deteriorating cannery wharf at Observation Point. (3) **056°** for 1.6 miles to anchorage.

(367) From the northeastward.—Round

Dangerous Cape 3.5 miles and make good the following courses: (1) **276°** for 3.5 miles to Outer Right Cape (E end) bearing 000°, 2.5 miles. (2) **305°** for 3.4 miles to Inner Right Cape bearing 052°, 1.6 miles; this course heads for the tangent of the bold shore about 2 miles NW of Left Cape. (3) **330°** for 3.8 miles to Pillar Point bearing 069°, 1.4 miles; this

course heads for Shearwater Point. Then follow courses (2) and (3) of the preceding paragraph.

(373) **Sitkalidak Strait** borders both the N and W sides of Sitkalidak Island, separating that island from Kodiak Island. Sitkalidak Passage is the name applied to the narrow part of the strait.

(374) That part of Sitkalidak Strait N of the Sitkalidak Island extends from the E entrance between Dangerous Cape and Cape Barnabas to Sitkalidak Passage. The broken bottom NE of Barnabas Rock had been examined with a wire drag and no dangers were revealed. This part of the strait is navigable by all vessels as far as Sheep Island, and offers several secure anchorages. The controlling depth through Sitkalidak Passage is 7 feet. The passage and its E approach are marked by lights and a lighted buoy.

(375) During June and July thick white fogs occur around the S end of Kodiak Island which sometimes last for several days. These fogs generally drift about the sea, but frequently do not enter the strait and adjacent bays. The E entrance to Sitkalidak Strait is frequently clear when a thick fog is less than 1 mile offshore.

(377) Vessels making Sitkalidak Strait from the SE should pass Cape Barnabas 2 miles off and steer **321°**, heading for the NE tangent of Left Cape until Table Island Light bears 195°, then change course to **252°** and follow directions given below.

(380) **Tanginak Anchorage**, the bight E of the entrance to McDonald Lagoon, is a good anchorage in S weather. A rock awash at low water is about 0.5 mile off the eroded bluff forming the W end of the bight. Shoal water is between the rock and the point.

(382) **Port Hobron** is the second deep-indenting bay along the N side of Sitkalidak Island W of Table Island. The bay is a good harbor for all vessels except during a NE gale, when a comparatively heavy sea enters the bay.

(394) **Sitkalidak Passage** separates the N end of Sitkalidak Island from Kodiak Island and is the link between the two sections of Sitkalidak Strait. The controlling depth is only 7 feet through the passage. The passage is fairly straight and about 1 mile long. Inside the E entrance the channel slightly favors the N shore; in the W half of the passage it slightly favors the S shore.

(395) **Sitkalidak Passage Light 4** (57°12'33"N., 153°16'33"W.), 30 feet (9.1 m) above the water, is shown from a skeleton tower with a red triangular daymark on the N side of the W end of the passage.

(396) The currents seem to meet at Sitkalidak Passage under ordinary conditions of wind and weather, but in strong S weather the current occasionally flows NE continuously. No current velocities have been measured, but it is estimated that the maximum velocity never exceeds 3 knots.

(397) From eastward, enter Sitkalidak Strait on a midchannel course. Proceed to 0.5 mile 163° from the E end of Cathedral Island, thence 600 yards S of Nut Island Light N, thence 300 yards S of Aberdeen Rock, thence 150 yards N of Shag Rock, thence 175 yards S of Bush Point Light 2, thence 400 yards 155° from the W end of Sheep Island, thence 200 yards NE of Sheep Island Light 3, and leave Light 3 to port. From this point, make a slow left turn to enter the narrows, avoiding the shoals W of Sheep Island. Keep in midchannel through Sitkalidak Passage, favoring the SE side opposite Sitkalidak Passage Light 4. Continue on a midchannel course through the SW end of the strait.

(416) An L-shaped pier, at Old Harbor, has a 67-foot face with about 15 feet reported alongside. A dolphin is about 45 feet NE of the pier and parallel with the face.

(421) A **small-boat basin** has been dredged at the head of the unnamed cove on the W side of Sitkalidak Strait, about 700 yards N of Old Harbor. A marked dredged channel leads W from the strait to the basin. A diversion dike protects the basin on the N side, and a 240-foot-long groin on the S side of the entrance protects the channel from shoaling. In June 2002, the controlling depth was 8 feet in the entrance channel and basin except for lesser depths along the W edge. The basin will provide protected moorage at a 562-foot float in the SW end of the basin for resident and transient commercial fishing vessels.

Table of Selected Chart Notes

Corrected through NM Dec. 11/04
Corrected through LNM Nov. 23/04

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,728 at Lat 57° 10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.55 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.824" southward and 8.116" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rap reported	
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

TIDAL INFORMATION

Place (LAT/LONG)		Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Hobron	(57°10'N / 153°09'W)	feet 8.3	feet 7.6	feet 1.2	feet -4.0
Three Saints Bay	(57°07'N / 153°31'W)	8.3	7.7	1.2	-4.0
Jap Bay	(56°58'N / 153°42'W)	8.2	7.6	1.2	-4.0

(Jul 2004)

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
X..... Secondary
Y..... Secondary
EXAMPLE: 7960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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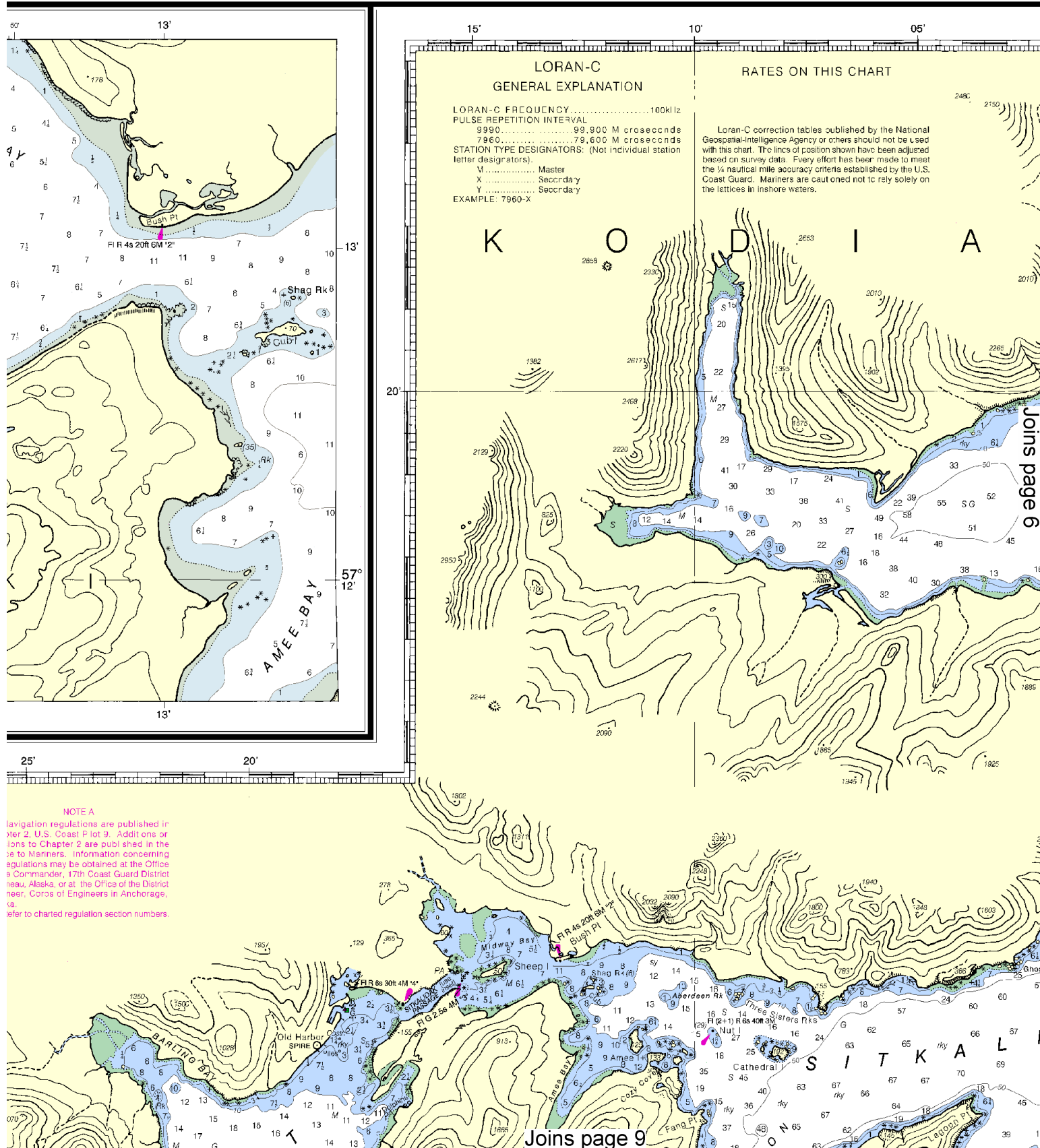
16592 LORAN-C OVERPRINTED



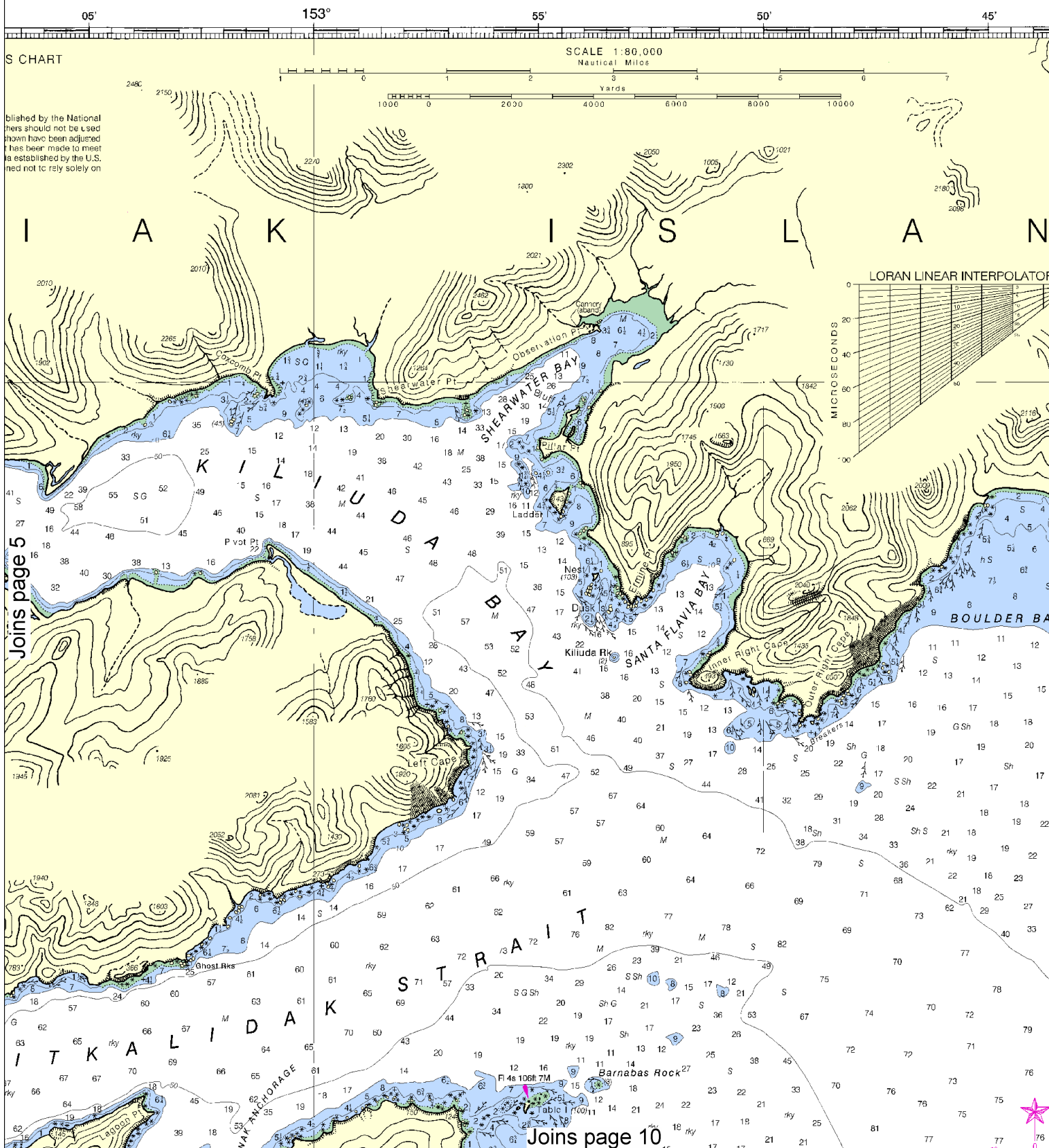
COI RFGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Notice the red star at the top of the page, which marks the location of the Juneau Engine House. Refer to the map.

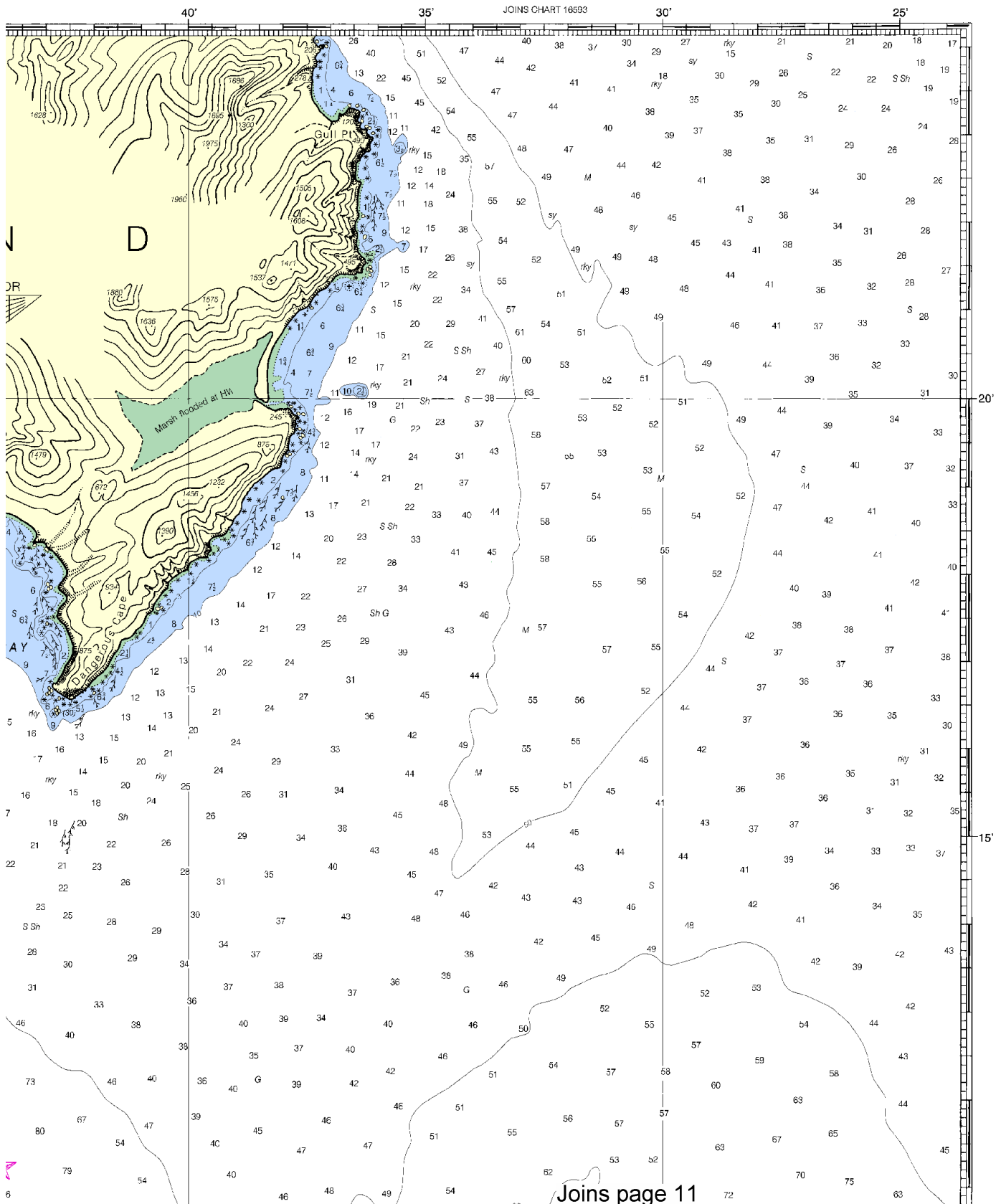
Joins page 8



This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:115326. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FATHOMS



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

Name	(LAT/LONG)	High Water	High	Joins page 4:
Port Hebron	(57°10'N / 153°09'W)	9.3	7.6	1.2
Three Saints Bay	(57°07'N / 153°31'W)	8.3	7.7	1.2
Jap Bay	(56°58'N / 153°42'W)	8.2	7.6	1.2

(Jul 2004)

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3n beacon	LT HO lighthouse	Cc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F food	MCHO IH microwave tower	R red	W white
Fl flashing	Mk marker	R Ref radar reflector	WHIS whistle
		R Ref radar beacon	Y yellow

Bottom characteristics:

Bbs boulders	Co coral	Gy gray	Oys oysters	so soft
Bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

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HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

CAUTION

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CAUTION

Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline a result of the earthquake of March 27, 1964.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

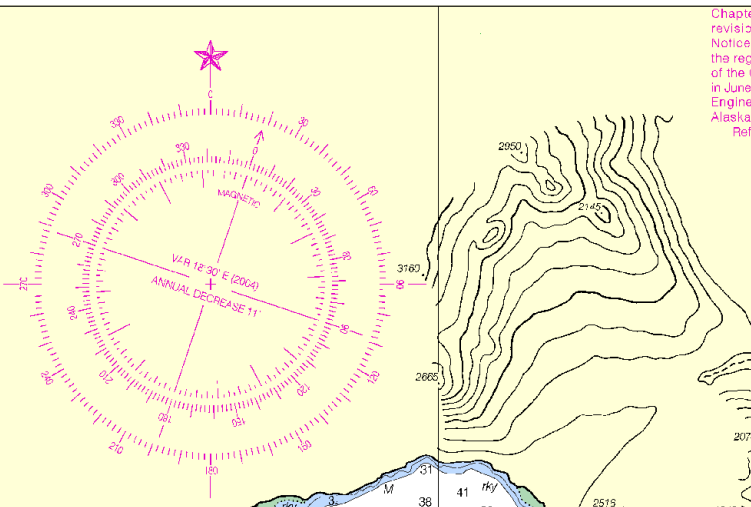
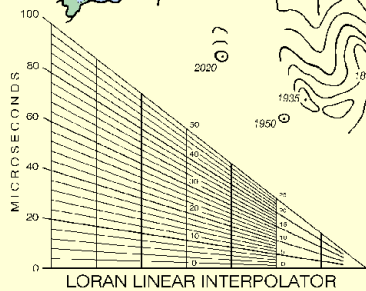
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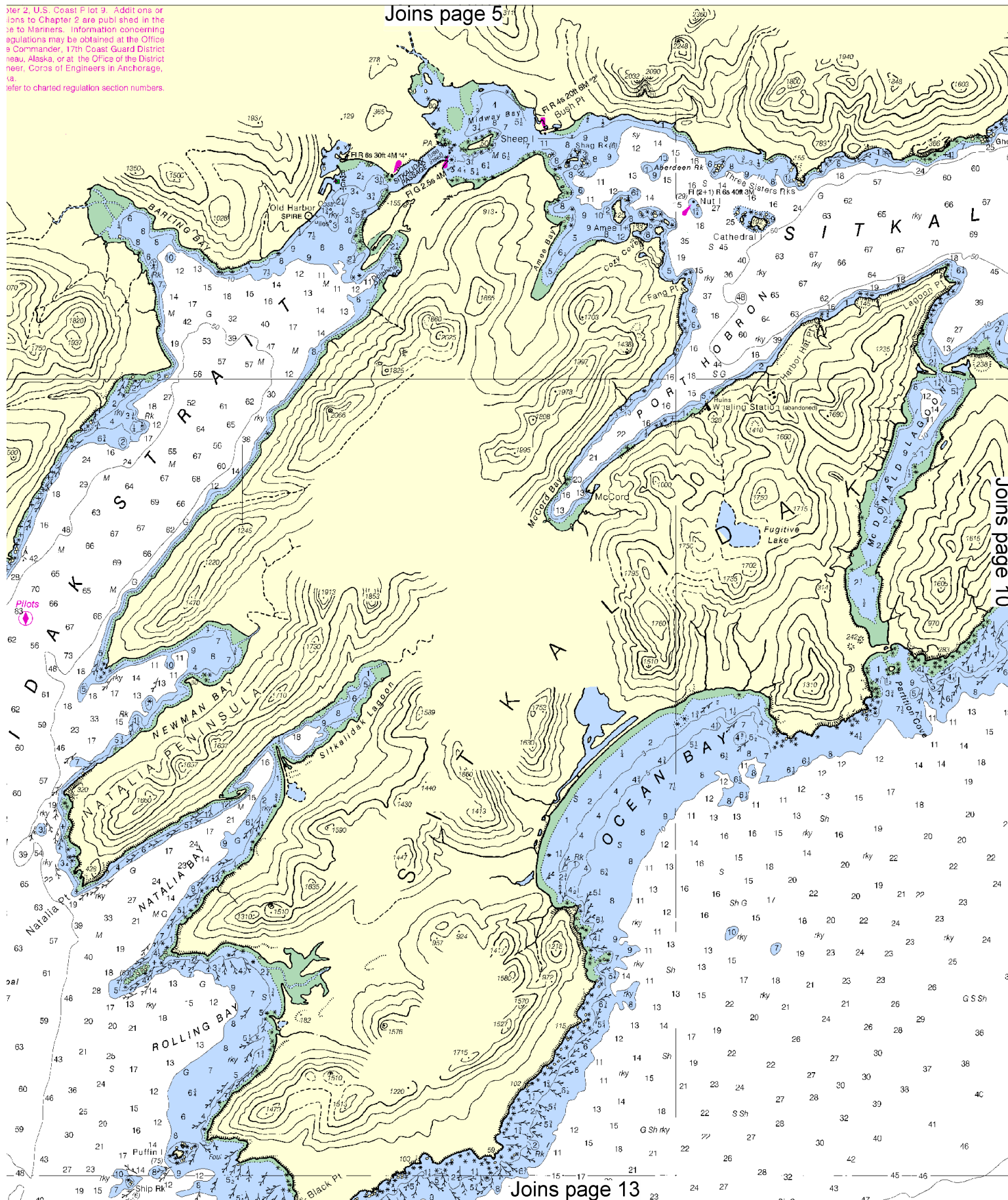
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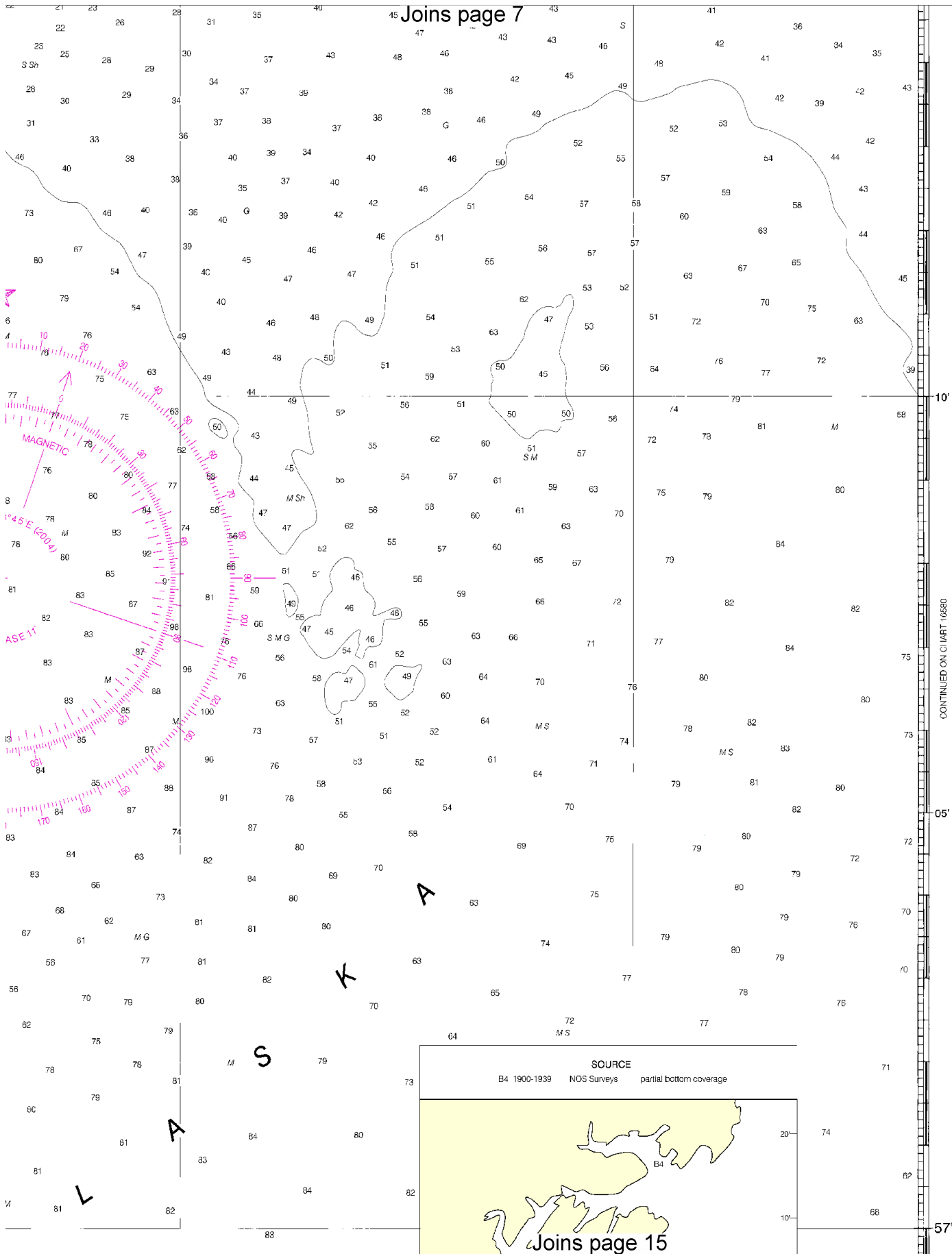


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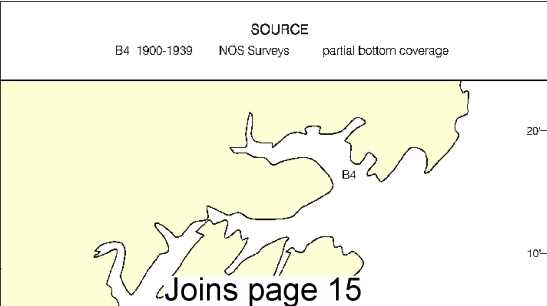
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Joins page 14



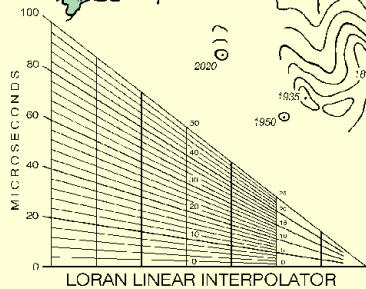


CONTINUED ON CHART 16380



57°

Joins page 8



57°

55°

45°

JOINS CHART 16590

35°

153° 30'

10th Ed., Dec. / 04 ■ Corrected through NM Dec. 11/04
Corrected through LNM Nov. 23/04

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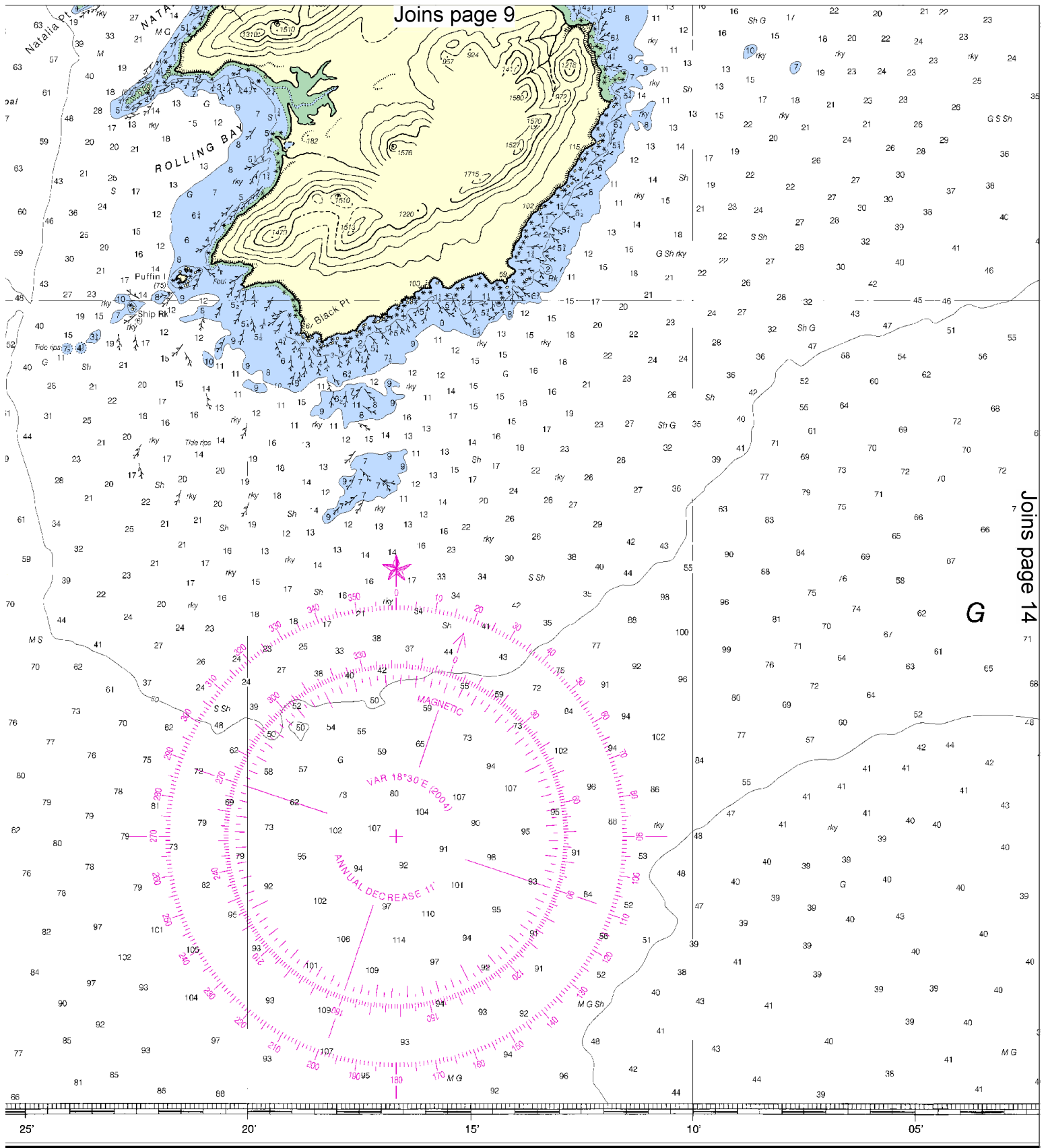
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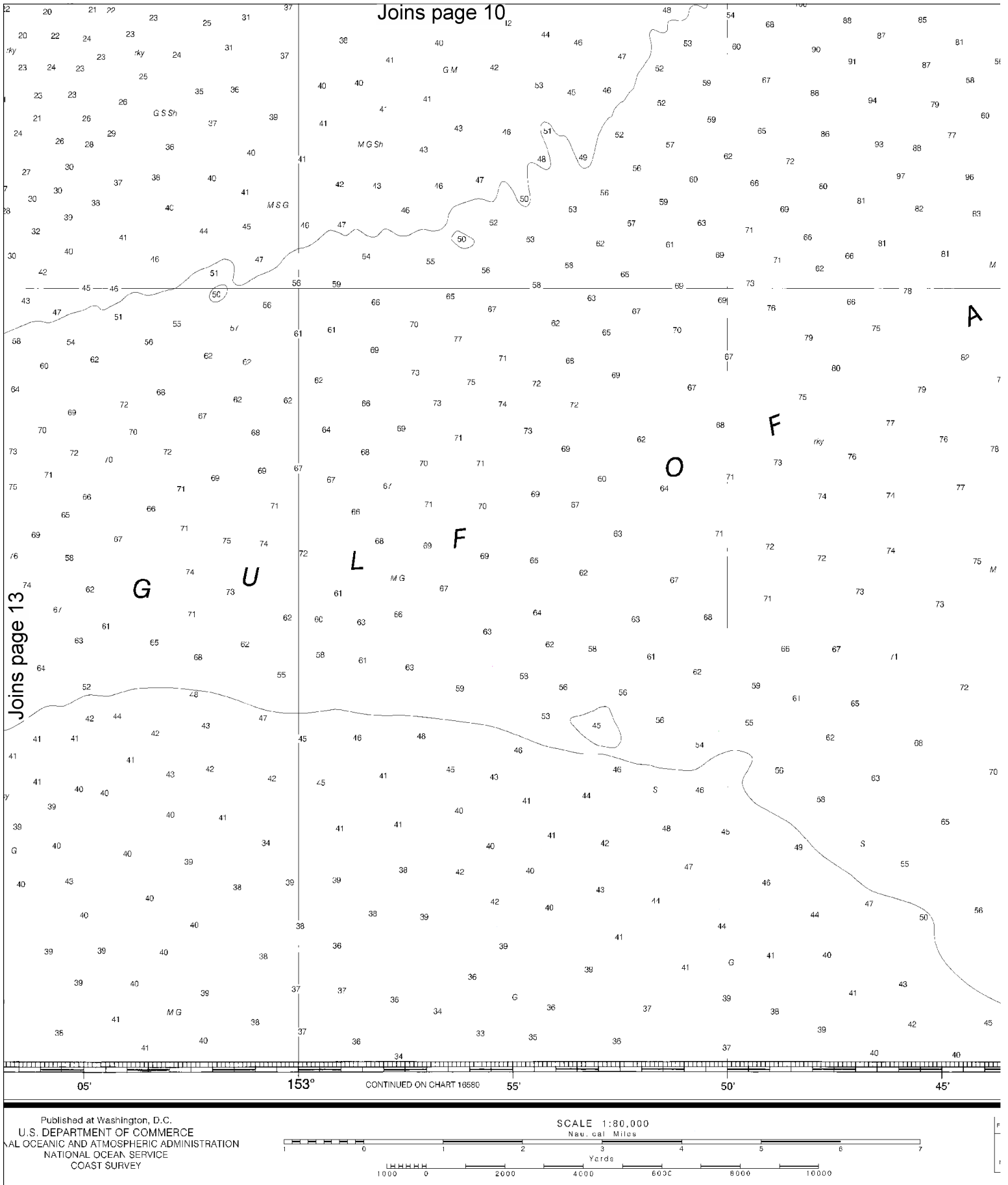
SOUNDINGS IN FATHS

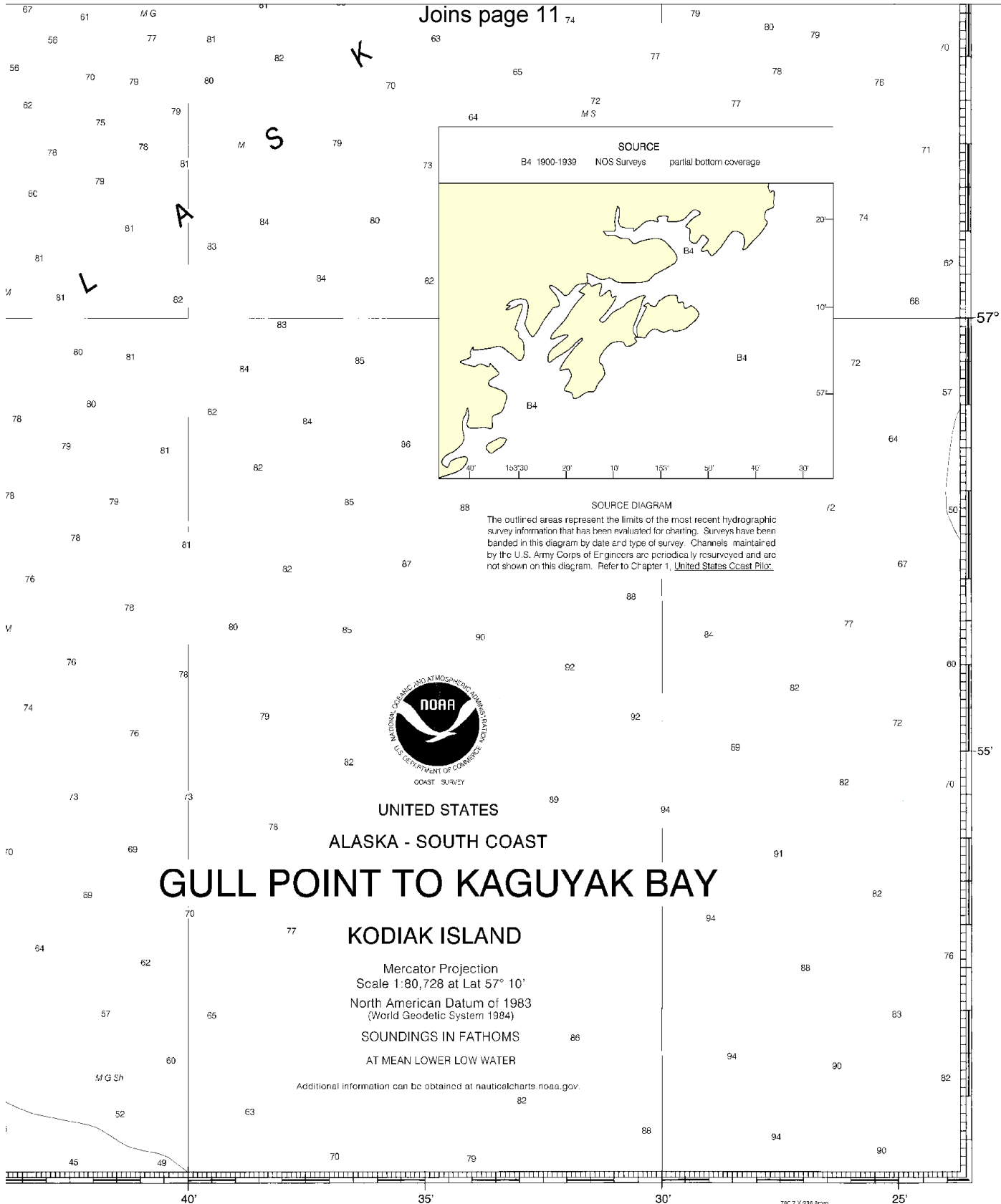
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ED. NO. 10
NSN 7642014011285
NGA REFERENCE NO. 16592

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Gull Point to Kaguyak Bay
SOUNDINGS IN FATHOMS - SCALE 1:80,728

16592
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.